

Miller & Rhoads.

Miller & Rhoads.

WEATHER FORECAST.—Saturday fair and warmer.

MEN'S WEAR.

50c Negligee Shirts For 29c.

About enough for one day's selling—good quality percale, sizes 14 to 16-1-2.

Medium colored, striped patterns. We could only get a limited quantity of these good values to sell for 29c.

Men's Spring Underwear 25c.

The weight you'll need at once if the temperature keeps like it promises to be to-day. Pure white cotton shirts and drawers. The drawers are made with bicycle seats and the shirts with a nicely finished neck. All sizes, \$2 to \$4 for 25c a garment.

50c Hosiery for 25c.

Nothing that we've reduced—the firm that imported them 'd the

reducing, on account of overstock. Black Brilliant Lisle. Fine Black Lisle. Fine Black Lisle with neat white embroidered feet.

New Bow Ties 12-1-2c.

Plain and fancy silks—new small shapes—especially neat bows for Men and Boys, 12-1-2c.

Men's Gloves \$1.00.

Not ordinary dollar gloves, but out of the usual run of values. English thumb Walking Gloves in the new tans.

Miller & Rhoads

GAINES VICTORIOUS IN WEST VIRGINIA

Defeated Colonel Edwards in the Third District and Now Back in His Seat.

(From Our Regular Correspondent.)

WASHINGTON, D. C., April 22.—Representative Joseph W. Gaines, of the Third West Virginia District, is back in his seat after a somewhat prolonged visit to his constituents. In the course of which he mended his fences so satisfactorily that he is assured there is no danger of Colonel William Seymour Edwards breaking through and into Congress. Colonel Edwards has been making a warm fight for the nomination, and has some strong men of the district helping him, but Mr. Gaines has been so successful in his campaign that he has secured enough instructed delegates to the county convention to insure his return to the seat he has occupied with so much credit for the past four years.

Mr. Gaines has secured eighteen delegates from Summers county; eight from Pocahontas; twelve from Greenbrier; five from Monroe; and it is conceded that he will have the entire delegation from his county of Fayette, which will be fifty-four strong. This gives him a total of ninety-seven delegates, against eighty-five for Colonel Seymour Edwards, who has eleven from Monroe county, and seven from Greenbrier.

It will require 120 delegates to nominate, and Mr. Gaines says he will secure more than this number from the following counties, which have not yet chosen: Kanawha, seventy-two; Upshur, twenty-four; Nicholas, eleven; Webster, eight, and Clay, nine. Mr. Gaines thinks the one county of Kanawha alone will give him the twenty-three delegates he still lacks to make his nomination an absolute certainty.

It is likely that the Democrats of the district will nominate Charles Osenton, formerly well known in Washington, having been in the government service here for some years, but now a lawyer of prominence. The Democrats of the district admit that Mr. Gaines will be harder to beat than any man the Republicans could nominate.

POWHATAN COUNTY ACTS

Books Adopted for Use in the Public Schools for Four Years.

The Powhatan County School Book Committee met yesterday in accordance with the programme of the State Board of Education and selected the following books for use in the public schools of that county for the next four years:

Arnold's Primer, Silver, Burdett & Ginn; Complete Speller, B. E. Johnson Company; Heath's Vertical Spelling Book, D. C. Heath & Co.; Stepping Stones to Literature, Silver, Burdett & Ginn; Hyde's Two-Book Course in English, D. C. Heath & Co.; Smith's History of Virginia, American Book Co.; Lee's New School History, same publisher; Maury's New Elementary Geography, and Maury's New Manual of Geography, University Publishing Company; White's Arithmetic, American Book Company; Carter's Intermediate Physiology, J. B. Lippincott Company; Smith's Short Copy Books, B. E. Johnson Company; Natural System of Vertical Writing, D. C. Heath & Co.; Thompson's New Short Course in Drawing, D. C. Heath & Co.; Webster's Dictionary, American Book Company; Burdett, Stevens & Hill's Agriculture for Beginners, Ginn & Co.

HAVE NEARLY DOUBLED.

Postoffice Receipts Have Steadily Increased in Six Years.

Postmaster Wray T. Knight has been comparing the records of the business of this city with the records of the postoffice receipts for other years, with the result that he is much gratified by the showing made.

The quarterly receipts of the Richmond postoffice for the first quarter of 1904 aggregated nearly \$100,000, indicating a yearly business of fully \$400,000. These figures indicate an increase of nearly 100 per cent. in six years, being almost double the receipts for the quarter in 1898, when Mr. Knight first took charge of the office. The comparison between the current year and the preceding year is also most gratifying. For the year up to March 31, 1904, the receipts were \$87,749.53, compared with \$84,000 for the year ending March 31, 1903, an increase of \$3,749.53 for the year.

In 1898 the year's receipts were only \$23,415, or a hardly more than 100 per cent. for the half year of 1903-4. These figures show a steady growth of business, which, in turn, indicates a corresponding enlargement of the city's business in every line, for there is no surer index of a city's business than its postoffice receipts.

House for Richmonders.

Miss Nannie Werth, of this city, has leased the residence, No. 474 Washington Boulevard, St. Louis, for the Exposition of 1904, for the accommodation of Richmonders who shall go to St. Louis during the great fair. This enterprising young lady will be ready to receive guests May 1st. Among the Richmonders people who have already expressed their purpose of stopping at Miss Werth's home are Dr. J. A. Upshur and family, Major Charles Seden and daughters, Mr. Henry W. Anderson, Dr. Merrick, Mrs. Hunter and daughter, Miss Julia Mayne and Mr. and Mrs. Warrington Wise.

Manager Davis Better.

Manager Davis, of the State penitentiary farm, who has been confined to his home by illness, was much better last night.

THE DEMAND IS GROWING

All Interests in This City and Elsewhere Ask Better Rail Connections.

AN EARLIER TRAIN NEEDED

Valley Towns Complain of Isolation—An Engineer Suggests a Remedy.

The demand for an earlier passenger train west-bound, over the Chesapeake and Ohio Railway, connecting with the Valley train at Staunton for Harrisonburg and points in the Shenandoah Valley grows steadily. The produce men and various members of the Travelers' Protective Association have expressed themselves as desirous of seeing such a train put on, and the jobbers in all lines are earnestly urging the movement.

The importance of the readjustment of schedule asked for is that it will enable people living in the Valley to get to Richmond in one day and to get home in another, instead of requiring two days to make the trip, as now, and two more to get home. Without such favorable schedules jobbers say there is no hope of building up trade in Northern Virginia, and the Valley. To get the Richmond papers delivered regularly in the Valley and throughout Northern Virginia the day they are printed will enable them to win subscribers there, and with the people of those sections reading Richmond papers, they will naturally trade with it, especially when they can make quick trips to Richmond and return. The importance of making the capital of the State more accessible to all points in the State cannot be overestimated. In the opinion of thoughtful and successful business men, the business interests of this city have spoken on the subject and the statements printed from time to time are representative of the sentiment of the entire business community. Even the retail merchants realize that the business of the city is a large portion of the State are cut off from this city by adverse schedules; and indeed cannot receive mail with sufficient promptness to justify them in ordering by mail. There is every reason to anticipate that the business of retail merchants will be greatly promoted by railway schedules that will place their advertisements in the hands of thousands of people and will enable those people to get to Richmond as easily as to Baltimore and Washington.

From all parts of the State come evidence of the desire of the people for better schedules and connections to and from Richmond at points reached by the Chesapeake and Ohio. Existing conditions in the matter of existing conditions is to isolate Richmond and to drive the trade of points nearer this city than to Baltimore and Washington to those cities rather than to this city, because they can reach them more easily and quickly.

The following letter from our Lexington correspondent states the sentiment of the people of that section on the subject of better connections:

"The people of Lexington and Rockbridge heartily endorse the movement on the part of The Times-Dispatch and business men of Richmond in agitating the question of better train service from the capital city westward. The poor service is felt especially in the matter of mail, particularly in the delivery of daily papers. Baltimore, Philadelphia and New York morning papers reach Lexington one hour earlier than does the Richmond Times-Dispatch. The Sunday papers from the Northern cities reach Lexington the same day at 2 o'clock, and are brought to Lexington by private carriers, reaching here about 4 o'clock. The Times-Dispatch does not get here until 5:30 Monday morning, sometimes not until 6 o'clock, and occasionally delayed until 12:30 P. M. This it will be seen that Northern Sunday papers reach us from sixteen to twenty hours earlier than The Times-Dispatch. This very fact works greatly to the disadvantage of the Richmond papers.

"It is a great deal of the trade of this section should be conducted through Richmond merchants, but for some reason or other Baltimore and New York seem to be the favored business cities. One reason that possibly might be advanced is that Richmond is a very hard city to reach from this section, owing to wretched railroad connection.

"The business men of Lexington, with whom your correspondent has talked about this matter, are in hearty sympathy with the movement, and are hopeful that something definite will be reached for the betterment of railroad and mail facilities."

ENGINEER SUGGESTS A REMEDY.

The following suggestions from an engineer, who has been much interested in the Valley of Virginia, is of value as showing a possible solution of the problem that would be more effective than any readjustment of schedules, if it can only be realized:

The heading of an article in this morning's Times-Dispatch (Thursday, April 22d), copied from the Harrisonburg Free Press, asks: "Shall we have direct communication by rail with the capital of our State?" There are many reasons why we should, among them, its devotion to the State in times of peace, as well as war, should make us ever remember it. The rich products of it as the garden spot of Virginia make it a section worth seeking for its treasures.

If Cincinnati, with its 500,000 of population, when it built the Cincinnati Southern Railroad from there to Chattanooga, Tenn., at a cost of \$20,000,000, found it profitable, why cannot Richmond at a cost of \$2,500,000 with its 100,000 population build from here to Harrisonburg, passing through the richest section of Virginia to the point named, a section richer by far, as a whole, than that traversed by the Cincinnati Southern.

Yet if Richmond itself does not want to build, she can do a great deal to secure a road from the Valley direct to this city, by assisting in having a first-class location made, rights of way secured and correct estimates made, and these presented to capitalists, money can be secured readily to build. The local traffic alone would nearly, if not entirely, pay its running expenses.

If after reaching Harrisonburg or Lexington (at point nearer), and the present eastern terminus of the Chesapeake and Western (which is near Swift Run Gap), that road could be used to get to Harrisonburg, thence to Bridgeport, on the western side of the Valley, the foot of North Mountain. If we once get to Harrisonburg, we will invite the help of the Davis and Elkins syndicate to come to us, offering them a terminal at Harrisonburg, and a little farther on a depot for the sale of the vast amount of soft coal which they mine.

The Washburn is building down the Muskingum River in Ohio to Marietta,

Royal THE SWELL LONG POINT
TRADE MARK
1/4 SIZES
DAKOTA
15¢ EACH
ASK YOUR DEALER
EMIGI & STRAUB, MAKERS.

thence across the Ohio to Williamstown, thence down the river to Parkersburg, thence up the little Kanawha River, and across the several divides to the waters of the west fork of Greenbrier, at the western foot of the Alleghenies; thence across that mountain and its spurs, thence across the North or Shenandoah Mountains and its spurs, to Harrisonburg. Either road can be built on a grade not exceeding 50 feet to the mile. With a road as laid down to Harrisonburg, through Greene, Orange, etc., we get a valuable through line from Elkins and from the little Kanawha section of West Virginia to Richmond; and, if circumstances favor, to a deep water port beyond.

The trade alone from the sections mentioned, should induce Richmond to help with a liberal hand. Instead of waiting and begging favors, Richmond would be independent of any combine against it, and in the interest of other cities, and instead of going around we could come on a direct line to many interests here, time and money to many interests here.

Respectfully,

EDWARD MCCONNELL, C. E.

An Ancient Newspaper.

In tearing down the ancient Murphy dwelling at Nineteenth and Franklin Streets, a copy of the old Richmond News, published on the date December 23, 1850, was found in the walls.

The paper, notwithstanding its fifty-four years, was in a very good state of preservation, save the holes which rats had cut. Almost the entire paper is given up to the discussion of political matters, and scarcely a column to news. The paper secured good patronage from the advertisers, and especially interesting at this time is the "ad." on the first page of Captain William Taylor, who died Sunday evening, aged nearly ninety-four years.

Mr. Kemper Here.

Mr. C. E. Kemper, chief clerk to the supervising architect of the Treasury Department, is in the city, and visited the local officials yesterday. He is on his way from Newport News, where he has been in connection with the work on the new postoffice there. Mr. Kemper is a Virginian, coming from Augusta county, and has long been in the service of the Treasury Department, having gone in during the Cleveland administration.

Charters Granted.

Virginia-Carolina Tin and Wood Co. (Inc.), Norfolk; W. S. W. Kirby, president, \$50,000 to \$25,000 capital stock.

The Ward Lumber Co. (Inc.), Lynchburg; A. Lynch Ward, president, capital stock \$10,000 to \$50,000.

DRIFTED IN OPEN BOAT

Son of a Baltimore Millionaire Nearly Dies From Cold and Exhaustion.

BUFFETED ON SEA WAVES

Finally Cast Up on Inhospitable Beach in Unconscious and Dying Condition.

(Special to The Times-Dispatch.)

BALTIMORE, MD., April 22.—Edward Lipps, a son of Christopher Lipps, one of the best known Germans of Baltimore and a member of the millionaire soap manufacturing family, was brought home more dead than alive yesterday, after having drifted all night in an open boat across the bay in a freezing gale of wind and through high seas, and flying spray that sheathed him in ice. He was finally cast unconscious on a beach. Friends in a tugboat searched a day and a night for him.

Mr. Lipps, in company with his brother, Frederick W. Lipps, went fishing Tuesday afternoon in separate rowboats. During the afternoon the brothers were separated by a fierce squall. Mr. Frederick Lipps managed to reach the shore to find that the boat containing his brother had disappeared as if swallowed by the waves. Night soon came on with no tidings of the missing man and boat. In the meantime Edward Lipps had endeavored to row against the northwest gale and high seas from 2 P. M. until toward sundown, when he dropped in the boat from exhaustion. When one of his oars went overboard and the boat drifted out in the bay he thought of ending it all by jumping overboard. He could only sit in the bottom of the boat and hold on to the gunwales, as the craft pitched and was smothered in seas ten feet high. He was soon incased in ice. When he raised his head he could see distant lighthouses and brilliantly lighted passenger steamers. All small craft had sought shelter.

Shortly after daylight Wednesday he sighted a lumber vessel, and tying his handkerchief about the remaining oar, he hailed the boat. An effort was made to throw Mr. Lipps a line, but it fell short, and the schooner passed on.

With this hope of rescue gone he again drifted on. Off the Kent shore an anchor in the boat was thrown out and caught in a fisherman's net, but the line parted in the heavy seaway and the boat capsized. Mr. Lipps was thrown into the surf and washed ashore, he just having enough strength to grasp a rock to keep from being washed back into the surf. From there he climbed up the bank. He then relapsed into unconsciousness and was there found by two fishermen.

He had drifted twenty-five miles in twenty-two hours. His heart stopped beating at one time, and it was thought

CROSSETT
\$3.50 **SHOE** \$4.00
TRADE MARK.
"MAKES LIFE'S WALK EASY"
If YOUR dealer does not keep them, write me. I will tell you who does.
Lewis A. Crossett, Inc.,
NORTH ABINGTON, MASS.

The Theatres.

Miss Percy Haswell will, with the matinee to-day at the Academy, close her engagement for three weeks. "Camille," perhaps the most powerful role the clever actress has undertaken, will be the bill. The Fawcett Stock Company is admirably cast in this masterpiece of the younger Dumas. The company will go from here to Baltimore, where the prize play, "O Kiku San," will be prepared for presentation in Washington. The company has been, practically, crowded out by the return of Miss Haswell will present the new Japanese play and also "The Viper."

Closing Performances.

"The Prince of Jenico," the splendid melodrama which has been delighting appreciative audiences all this week at the Bijou Theatre, will be repeated at matinee and night performances to-day. The engagement has been a most successful one, and from an artistic point has not been surpassed this season.

"A Ragged Hero."

The Birmingham News contains this criticism of "A Ragged Hero," which comes to the Bijou Theatre for a week, beginning Monday night: "A Ragged Hero," presented at the Bijou Monday night and due for a week's run, is another type of the stirring melodrama with highbrow escapes for the hero and hard luck for the villain in the end. Only this melodrama has a trifle more of the farcical attached to it than the average melodrama.

The ragged hero in this case is a tramp, as the title would indicate, who moves lives with ease and regularity throughout. The plot is full of dash and action and at no time does the interest lag.

STERNHEIM CASE WAS CONTINUED

Charged With Receiving Stolen Property—Captain Echols Discharged—Police Court.

The case of Fred Sternheimer, the junk dealer, charged with receiving stolen property, was continued in the Police Court yesterday until May 4th.

The accused is charged specifically with receiving a lot of silk, which was stolen from a car on the Richmond, Fredericksburg and Potomac Railroad. Detectives Gibson and Wrenn worked the case up. It was learned that a Broad Street merchant was selling the goods at a reduced price, and investigation showed that the stuff was purchased from Sternheimer. He will endeavor to show that the goods came from an old freight sale.

The railroad company will be represented by Messrs. Carter and Leake, and Mr. Harry Smith will represent the defense. The accused was bailed in the sum of \$1,000 for his appearance. The detectives are now looking for the thief who stole the goods.

Captain Echols, the gentleman who was arrested for declining to move his street car was discharged. He was suffering from injuries sustained in a recent accident on the Coast Line and was also ignorant of the law. The conductor did not know of his injuries. The case was dismissed at the request of the company.

John Carter, colored, was fined \$25 and put under bonds for being very disorderly and threatening.

George Munroe was given sixty days for taking some underwear belonging to persons whose weekly wash is handled by Eveline Scott.

Silas Johnson was dismissed of the charge of stealing chickens.

W. L. DOUGLAS

\$3.50 and \$2.50 SHOES

UNION MADE.

\$10,000 REWARD will be paid anyone who can prove that W. L. Douglas does not make and sell more men's \$3.50 shoes than any other manufacturer in the world.

2,473,464

PAIRS OF FINE SHOES WERE MADE AND SOLD BY W. L. DOUGLAS IN 1903.

The new French shiny leather made by Heyl of Worms, Germany, is used in W. L. Douglas \$3.50 shoes; they are for sale at W. L. Douglas' own stores located in the large cities.

W. L. Douglas also uses in his \$3.50 shoes Patent Corona Coltskin. These coltskins are imported from Russia. Corona Colt is conceded everywhere to be extra fine Patent Leather. Both of these shiny leathers are the best productions of the tanners' skill.

Do not pay \$5 to \$7 for shiny shoes any longer; you will find the same high grade Patent Leather in W. L. Douglas \$3.50 shoes.

Your attention is called to these very high grade shiny leathers, because there is a great and growing demand for a \$3.50 shoe made of reliable Patent Leather. W. L. Douglas \$3.50 shoes are always at the front in quality, style and workmanship; they hold their shape, fit better, wear longer, and are of greater intrinsic value than any other \$3.50 shoe—this is the reason they are the greatest sellers in the world.

W. L. Douglas High Grade Boys' Shoes, \$2.00 and \$1.75.

W. L. Douglas \$3.50 shoes are sold through his own stores in the principal cities, and by shoe dealers everywhere. No matter where you live, Douglas shoes are within your reach. No trouble to get a fit by mail. 25 cents extra prepay delivery. Write for illustrated Catalog showing Spring styles.

W. L. DOUGLAS, Brockton, Mass.

DOUGLAS RICHMOND STORE:

623 EAST BROAD STREET.

W. N. WATKINS, Manager.

